





**RAILS.**  
**NORDDEUTSCHER LLOYD.**  
**BREMEN.**

**IMPERIAL GERMAN MAIL LINES**

| FOR                                                               | STREAMERS                         | TO SAIL                     |
|-------------------------------------------------------------------|-----------------------------------|-----------------------------|
| NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN | "PRINCESS ALICE" Capt. P. Grosch  | WEDNESDAY, 17th Nov., Noon. |
| SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA                            | "PRINZ LUDWIG" Capt. F. v. Benzer | About WEDNESDAY, 17th Nov.  |
| MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE              | "PRINZ WALDEMAR" Capt. F. Iske    | FRIDAY, 3rd Dec., Daylight. |
| KUDAT and SANDAKAN                                                | "BORNEO" Capt. F. Sembill         | Middle of November.         |

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**  
GENERAL AGENTS, HONGKONG & CHINA.  
Hongkong, 5th November, 1900. [5]

**MESSAGERIES MARITIMES.**

**FRENCH MAIL LINES.**

**FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.**  
**TO and FROM JAPAN via SHANGHAI.**

| FOR                      | STREAMERS     | CAPTAINS | TO SAIL ON           |
|--------------------------|---------------|----------|----------------------|
| SHANGHAI, KOBE, YOKOHAMA | ERNEST SIMONS | Girard   | 8th Nov., P.M.       |
| MARSEILLES, via PORTS    | TOURANE       | Bourge   | 9th Nov., at 1 P.M.  |
| SHANGHAI, KOBE, YOKOHAMA | ERNEST SIMONS | Girard   | Nov., P.M.           |
| MARSEILLES, via PORTS    | ARMAND BEHIC  | Guionnet | 23rd Nov., at 1 P.M. |

Depart on the 6th Steamers at Singapore for Batavia; at Colombo for Calcutta and Bombay; at Port Said for the Levant, Constantinople and Black Sea.

Passengers to London via Paris from £17.10 up to £71.10. 20 hours' railway from Paris to London.

Meet passengers at their arrival in Marseilles.

For further particulars, apply to

**P. de CHAMPMORIN,**

AGENT,

QUEEN'S BUILDINGS.

16th October, 1900.

**Intimations.**

**NOTICE.**

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES MANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

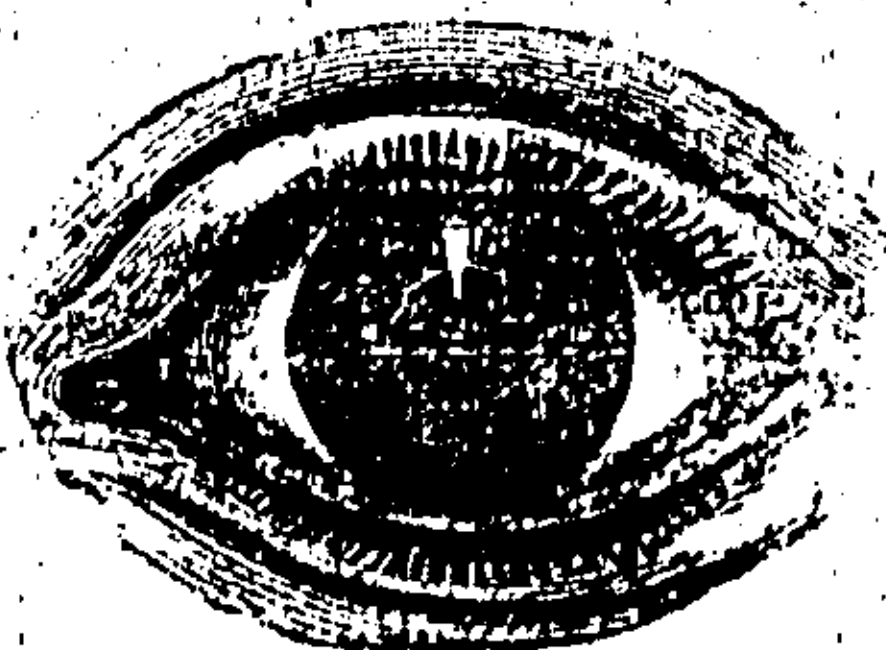
Telephone No. 950.

**BARRETTO & Co.**

**P. A. LAPICQUE.**

Hongkong, 16th October, 1900. [14]

**EYES**



**RIGHT!**

**N. LAZARUS, OPHTHALMIC OPTICIAN,**  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD

**WILL** test your eyes free of charge, and if they are wrong will put them right

Lenses Ground. All kinds of Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight."—free.

LONDON.

GALCUTTA.

SHANGHAI.

5, John Street, (Victoria Road, N.O.)

50, Hagelock Street

566, Nanjing Road

**Intimations.**

**THE YOKOHAMA DOCK CO., LTD.**

| No. 1 DOCK.                  | No. 2 DOCK.                  | No. 3 DOCK.                  |
|------------------------------|------------------------------|------------------------------|
| Docking Length ..... 515 ft. | Docking Length ..... 376 ft. | Docking Length ..... 481 ft. |
| Width of Entrance ... 80 "   | Width of Entrance ... 50 "   | Width of Entrance ... 63 "   |
| Water on Blocks ..... 28 "   | Water on Blocks ... 26 "     | Water on Blocks ..... 21.5 " |

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand. (Lanes and angles all be as tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking; Selling Vessels in or out of the bar. The floating derrick is capable of lifting 40 tons.

Steam Launches of Iron or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 878, 508, or 661.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.  
Liebers, Scotts, A. I. and Watkins.  
Yokohama, April 28th, 1903. [46]

**JUST LANDED:**

The well-known and famous brandy  
**"Bisquit Dubouche & Co."**

Per Bot.  
XXX Very Old Fine ..... \$2.50  
V.O.C.B. Guaranteed 20 Years  
Old ..... 5.50

ALSO  
QUINQUINA?  
QUINQUINA?  
DUBONNET?

**FRENCH STORE,**

Sole Agent.

Hongkong, 30th April, 1900. [40]

**F. BLACKHEAD & Co.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

**SOLE AGENTS FOR**  
**HARTMANN'S RAHTIEN'S GENUINE**  
**COMPOSITION RED HAND**  
**BRAND HARTMANN'S GREY PAINT**  
**DAIMLER'S PATENT MOTOR**  
**LAUNCHES.**  
etc. etc. etc.

**Sole Agents for**  
**FERGUSON'S SPECIAL CREAM**  
and  
**P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.**

**EVERY KIND OF**  
**SHIP'S STORES AND REQUISITES**  
**ALWAYS IN STOCK**  
at  
**REASONABLE PRICES**  
on hand, 1th March, 1900.

**NOTICE TO SUBSCRIBERS.**

FROM and after 1st January, 1900, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.  
WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,  
**THE MANAGER,**  
Hongkong Telegraph Co., Ltd.  
1st January, 1900, December, 1900. [48]

**IMPORTANT SEIZURE OF GUNS.**

On Oct. 17 between two o'clock and half past two p.m., the Hongkong Customs officials who were accompanied by Mr. Pettibon and Mr. Topsool, of the French Legation, searched the store of Messrs. P. Sempres and Co., in New Road. In the floor of a large safe in a storeroom were found 24 double-barrelled guns, 12 carbines, 12 Mauser rifles, 127 Browning pistols, 43 revolvers, and 1,160 cartridges. The safe and its contents were removed to the Custom House, and proceedings will be taken by the Custom authorities against Mr. Sempres. As the latter is a French subject, the case will be heard in the French Court, by the authority of which the search was made. The case will probably come before the French Consul, Mr. Kélig, who will sit with one or more assessors. —*Hongkong Times.*

**BRITISH TRIUMPH.**

A TUNNEL WHICH AMERICANS COULD NOT BUILD.

One of the greatest feats in the history of engineering has recently been carried to a triumphant finish by the firm of S. Pearson and Son. This is the tunnelling of East River, New York, and the linking-up of the Pennsylvania Railroad from Manhattan Island to Long Island City, and trains are now running on the new line.

Numerous tunnels have been built for passenger and railway communication round New York, but by far the most difficult of them all in the matter of construction were the four tunnels under the East River for the Pennsylvania Railway, which have just been opened for traffic. Hitherto there has been only one railway station in New York, that of New York Central. The Pennsylvania Railway now extends across the city by tunnels under the Hudson River on the one side and under the River—linking up Long Island City—on the other. No American firm of engineers was ready to tackle the construction of the tunnels under the East River, but Messrs. Pearson, who have had more experience of tunnelling than any other firm in the world, undertook the work under conditions which involved a certain amount of risk, and have carried it through with great success.

American engineers had watched the progress of the Blackwall tunnel, and were not surprised when the firm of Pearson offered to link up the Pennsylvania Railway with New York and Long Island City. To obtain the contract they had to register themselves as an American company, and to undertake a risk of £400,000 in case the work should fail. The firm counted the odds of failure. It was the greatest honor ever given to British civil engineers, who came from these islands to teach things to the United States.

Of the difficulties and dangers of the work it is no easy task to give an idea in a short space. Four tunnels had to be driven through the solid rock under the city, then through a mixture of boulders and quicksand, then into quicksand and silt. In the middle of the river there is a low reef breaking up through the quicksand, but so shallow that the tunnels, as they now exist, have their roofs ten feet above the reef in some places, and in few places was there sufficient rock over the outer line of the tubes to form a safe cover for the working gangs.

To save his men from the awful risk of air bubbles as far as possible, Mr. Moir set his wits to work and provided a way of escape. He built an air chamber above ground, at the head of the shaft, which was manned by doctors day and night. If a "sand box" was attacked by deadly air-bubbles and began to curl up and show signs of "the bends" he was instantly dragged up to the iron chamber, and there the atmosphere in which he last worked was reproduced. Gradually, very gradually, the pressure was withdrawn, very slowly the atmosphere approached that of the ordinary world, and the air bubble which threatened the life of a valuable man ended harmlessly.

HOW "BLOW OUTS" WERE STOPPED. Meanwhile a new danger threatened the workmen. In trying to keep the air pressure high enough to overcome the head of water and quicksand at the bottom of the tunnel there was a constant risk of blowing off the roof of the shield, and allowing the water to pour in from above. If the pressure were lowered sufficiently to prevent "blow outs" the quicksand flowed from under the shield and between the joints of the tunnel lining and allowed the tunnel to settle.

To stop "blow out" clay was dumped in the river bed to a sufficient depth to allow the air pressure to be raised without causing "blow outs." That is to say, a clay blanket was placed over the quicksand, and this blanket was made of 50,000 cubic yards of clay. Now that the tunnels have been finished, it has been dredged off the river bottom and sent out to sea, in order not to imperil navigation.

Apart from the dangers of the water sand and compressed air, the engineering was a magnificent exhibition of skill. Moir's boring shield, which pierced its way through the rock and sand, was a monster of complicated mechanism, which worked with the power of a moving glacier and with the delicacy, as it was once described, of a butter fly. As the shield advanced the iron lining of the tubes was erected and covered with rings of cement.

The contract was begun in July 1894 and completed some time before the scheduled date. The total length of each tunnel is 6,000 yards. The outside diameter of each tunnel is 25 ft. The minimum distance between the top of the tunnel and the bed of the river is 14 ft., and the maximum 6 ft. Fewer than 10,000 tons of iron were used in the construction, and 120,000 cubic yards of concrete. The total length of the tunnels under the river is 4,000 yards, and as there are four tunnels this means 16,000 yards of tunnelling. These figures show the gigantic nature of the enterprise.

Mr. Moir, who supervised the execution of this difficult undertaking, was Messrs. Pearson's engineer-in-charge of the Blackwall Tunnel, and has been responsible for many of the other large engineering successes carried off by his firm.—*Daily Chronicle.*

**Notice of Firm.**

**NOTICE.**

M. G. KOENIG, lately employed in our firm, ceased his connection therewith on the 31st October, 1900.

J. ULLMANN & CO.  
Hongkong, 3rd November, 1900. [756]

**Consignees.**

**FROM EUROPE.**

**THE H.A.L. Steamship.**

"SILESIA,"  
Captain v. Hoff, having arrived. Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bill-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the arrival of the ship, and after which time they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to sale.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 3rd November, 1900. [755]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FROM CALCUTTA, PENANG AND SINGAPORE.**

THE Company's Steamship  
"FOOKSANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 4th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 3rd November, 1900. [6]

**NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.**

**NOTICE TO CONSIGNEES.**

THE Steamship  
"KLEIST,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th of November, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of November, at 9.30 A.M.

All claims must reach us before the 14th of November, 1900, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO

Ex S.S. *Baltari* from Smyrna.

Onwards to Yokohama.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 3rd November, 1900. [5]

**"BARBER" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

STEAMSHIP "SHIMOSA," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED.

Agents.

Hongkong, 4th November, 1900. [737]

**AN APPEAL.**

THE SUPERIORITY of the ITALIAN CONVENT, CAUSE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

—*Hongkong Press*, 4th April, 1900. [78]

**TYPEWRITERS**

FOR

**HIRE.**

**REPAIR**

IS OUR

**SPECIALITY.**

**DRAGON CYCLE**

**DEPOT,**

88-86, Des Vaux Road, Central,

Hongkong.



# Wm. Powell, Ltd.

ALEXANDRA BUILDINGS.

FINE FOOTWEAR

FOR LADIES and CHILDREN.

SMART WALKING SHOES

BLACK GLACE, TAN GLACE, BLACK BOX CALF, TAN WILLOW CALF.



DAINTY SHOES

FOR AFTERNOON AND EVENING WEAR.

"PETER PAN"

The most comfortable and reliable Children's Shoes ever produced.



Built on Anatomical lines and recommended by eminent chiropodists. The Finest English Leather only used in the construction of these shoes.

STOCKED

IN BLACK GLACE, TAN GLACE, BLACK CALF, TAN CALF.

BY WM. POWELL, LTD.

ALEXANDRA BUILDINGS.

Hongkong, 25th October, 1909

## To Let.

TO LET.

IN No. 6, DES VOGUE ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & CO., LD.  
Hongkong, 15th September, 1909. [58]

TO LET.

GODOWN, No. 4, PRIMA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 22nd October, 1909. [730]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., LD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 3rd June, 1909. [463]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

THE COMPTON DEPARTMENT, E. D. SASSOON & CO.,  
Queen's Road Central.  
Hongkong, 11th September, 1909. [188]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.  
Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

EXMOOR, CONDUIT ROAD, No. 3 OLIFANT GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD. A HOUSE in JIPON TERRACE.

OFFICES in YIP'S BUILDING.

GODOWNS in PRIMA EAST, BLUE BUILDINGS, No. 10, DES VOGUE ROAD, HONGKONG Hotel.

FLATS in MOP LERACK, No. 10, DES VOGUE ROAD CENTRAL 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st November, 1909. [51]

TO LET.

GODOWN, No. 1, LUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st November, 1909. [51]

TO LET.

GODOWN, No. 1, LUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st November, 1909. [51]

## For Sale.

FOR SALE.

A GOOD SELECTION OF XMAS and NEW YEAR CARDS

and other Goods from RAFAEL TUCK and SONS, just received for the Season. Packets of 18 XMAS and NEW YEAR CARDS, all different designs, for 50 cents only.

Private Greeting Stationery, &c., &c., &c. Inspection invited.

GRACA & CO.,  
27, Des Voeux Road.  
Hongkong, 5th November, 1909. [65]

OSMAN & GASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed.

Hongkong, 25th September, 1909.

## CYCLONE IN BENGAL.

DISASTERS TO SHIPPING.

Further particulars of the recent cyclone in Eastern Bengal are given in special telegrams to the Rangoon papers. It seems that every flat and vessel at Goalundo was sunk and every native craft in that part of the river went down. Goalundo itself was practically levelled to the ground. According to eye-witnesses there is hardly a house standing in the place. Everybody, European and Indian, is homeless and many will succumb to the effects of exposure for hours in the cold heavy rain with a gale of wind blowing.

The most serious news affects the passenger steamers that were in midstream at the time of the storm. Those going to Goalundo were three in number. The steamer Afghan, went down with all hands in sight of Goalundo at 3 a.m. on the 18th ult. It is believed there were European passengers on board.

The steamer Condor is believed to be lost. There were a number of European passengers on board her. Both these boats had a very large number of Indian passengers. The steamer Gurkha is reported to be lost with European passengers, including George Poole, son of J. Poole, assistant traffic superintendent, Rajbari. It is possible that the passengers on these two last vessels may have been landed in safety.

## NARROW ESCAPES.

The whole line of residential flats occupied by the officers of the India General and Rivers Steam Navigation and Eastern Bengal State Railway offices were washed up against the banks and destroyed. They included the steamer Wales, the residence of Mr. McIver, the mail superintendent. This flat broke up so quickly that Mr. McIver had to swim ashore and was almost drowned. The steamer Chumbal, an India general residential flat, was occupied by Messrs. V. Baidling, traffic superintendent, Mr. Boyle, agent of Messrs. Bird and Co., Mr. Smith of Messrs. Logan and Leslie, Mr. Chew, Mrs. and Miss Chew. The Chew family had a very narrow escape and were dragged out of the water to land. Steamer Soorma, a station flat, by the offices of the Eastern Bengal State Railway, the steamer Cyclops, occupied by Mr. and Mrs. Lumden and their baby, who were hauled out just in time through the water. The steamer Buckland, occupied by Mr. and Mrs. Sharling, the engineer-in-chief, the steamer Mizspur, occupied by Mr. and Mrs. Kearns, the steamer Tyron, workshops of the I. G. and R. S. N.; the steamer Ahundia, occupied by Mr. and Mrs. Dick and six children. The residents remained in these flats from 6 o'clock to 8 o'clock and the increasing fury of the storm and the growing fury of the water made them fear for the safety of their homes.

## LADIES' HARSHIPS.

Between eight o'clock and one all the boats were sunk and the occupants were driven out barefooted in their night clothes with a wrap flung hastily on to protect them from the driving torrents of rain, the tempestuous wind, and the bitter cold of the night. So sudden was the danger in each case that no one could save a single personal belonging. Mrs. Lumden had her infant child with her and suffered severely from exposure. Several other ladies were in an exceedingly exhausted state next morning, and the hardships they endured may in several cases be followed by serious illness. They bore their suffering very cheerily, everything considered.

Messrs. Bird and Co.'s residential store flat Madras was also swept away and the residents were simply left with what they stood up in. Capt. Brans, marine superintendent of the I. G. S. N. Co., and Capt. Ainslie, marine superintendent of the R. S. N. Co., together with Mr. Bell, deputy manager of the E. B. S. Railway, went up hastily taking food and clothes for those who had been thus suddenly rendered homeless.

As regards the sinking of passenger and other steamers, continues the representative, what particularly struck me was the courage of the native crew who stuck to their boats till the last moment and many must have gone down with them when they might have saved their lives if they had left earlier. By seven o'clock on Monday morning the wind was still blowing with hurricane fury. But what a sight met the eyes! Island hardly a single hut was standing. In the river instead of the trim line of flats and steamers and crowd of fishing boats it was absolutely bare. Nothing broke the expanse of water save the bow and stem of the Beluchi and a confused jumble of floats and jetsam.

## FATAL SNAKE BITE.

It has been said that snakes only attack people when they are disturbed but it would appear that the case is not so always. For the other evening, as a Malay, residing at Ayer Kneeling, was on his way home from town, with nothing further from his thoughts than snakes, a dark wiggling mass darted forward from the side of the road and buried its fangs viciously into the ankle of the scared Malay before he could step out of the way. In another second it was gone as swiftly as it had appeared, and when the unfortunate individual recovered from his shock he yelled for help. The Bengalee caretaker of a plantation close by responded to cry, and when he arrived they wasted precious time in a futile attempt to look for the reptile and neglected the wound. Eventually the unlucky man found his way home and there, singing the shik and all other 'ubat' for snake bite known to the Malay was resorted to, but in spite of it all his foot began to swell and by the morning not only the whole of his side was swollen but he died in great agony. — *Forest Pioneer.*

## MORTALITY FROM WILD ANIMALS.

MAN-EATING TIGERS IN BENGAL.

Simla, October 8. A resolution by the Home Department is to-night published giving result of measures adopted for the destruction of wild animals and venomous snakes last year. It shows that the total number of persons killed by wild animals in India rose from 1,966 in 1907 to 2,166 in 1908, a figure higher than that reached in any of the previous four years.

The most noticeable features of the returns are the large increases in the number of deaths attributed to tigers in Bengal and to tigers, leopards and bears in the Central Provinces and Berar. The number of persons killed by tigers in Bengal was 455 or one hundred more than in 1907. A special reward of two hundred rupees was sanctioned for the destruction of each of three rogue elephants in the Kalimpong subdivision of Darjeeling. Rewards of one hundred rupees and five hundred rupees were also sanctioned for certain man-eating tigers in Moonghyr and Hazaribagh districts. Deaths from wolves rose from 47 in 1907 to 75 in the Hazaribagh district notwithstanding the fact that a special reward of Rs. 20 for every wolf killed within the jurisdiction of certain thanas had been offered. Next to Bengal the Madras Presidency had the highest mortality from tigers (70) and the great majority of these deaths (126) occurred in the district of Virupattam. A man-eating leopard for which a reward of Rs. 50 had been offered in 1907 remained at large at the close of the year under review and the amount of reward has since been raised to Rs. 500. It was found necessary to instruct the Deputy Commissioner of Bahraich to take special measures for the extermination of wolves.

The total mortality amongst human beings caused by snake bite fell from 214 in 1907 to 197 in 1908. The figures for 1907 were the lowest since 1897 and the still lower figures for the year under review are remarkable.

## Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1895, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on 11th NOVEMBER, 9th November, the anniversary of the birthday of His Most Gracious Majesty King Edward VII.

Hongkong, 2nd November, 1909. [753]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ..... \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertakes and Executes. SHEWAN, TOMES & CO., General Managers. Hongkong, 10th March, 1908. [71]

## REGRET

You will NEVER if you VISIT

MOHIDEEN & THAHA,

in D'AGUILAR STREET, the

NEW JEWELLERS AND DEALERS

in CEYLON PRECIOUS STONES

of every description, and other GEMS.

Hongkong, 1st August, 1909. [610]

## D. NOMA,

PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 24 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precautions against possible danger, I use fresh materials daily.

The copying of Portraits with distinct minuteness a specialty. Hongkong, 1st September, 1909. [10]

## HONGKONG AVERAGE MARKET PRICES.

Corrected 25th October, 1909; per 5 Mins.

## BUTCHER MEAT.

|                                      | Cents.  |
|--------------------------------------|---------|
| Beef sirloin & prime cut—Mei Lung Pa | 20      |
| " Corned—Ham Ngau Yuk                | 20      |
| " Roast—Shu                          | 20      |
| " Breast—Ngau Lam                    | 20      |
| " Soup, Tong Yuk                     | 15      |
| " Steak—Ngau Yuk Pa                  | 20      |
| " Sirloin—Ngau Lam                   | 20      |
| " Sausages—Ngau Yuk Chuan            | 26      |
| Bullock's Brains—Know                | per set |
| " Tongue fresh—Ngau Li               | each    |
| " Corned—Ham Ngau Li                 | 60      |
| " Head—Ngau Tau                      | 80      |
| " Heart—Ngau Sum                     | per set |
| " Hump, Salt—Ngau Kin                | 18      |
| " Feet—Ngau Keok                     | each    |
| " Kidneys—Ngau Yiu                   | 10      |
| " Tail—Ngau Mei                      | 10      |
| " Liver—Ngau Con                     | 12      |
| " Tripe (undressed)—Ngau To          | 6       |
| Calves' Head and Feet—Ngau-chai      | per set |
| Mutton Chop—Young Pal Kwat           | 18      |
| " Leg—Young Pei                      | 18      |
| " Shoulder—Young Shau                | 18      |
| Pigs' Chittlings—Choi cheong         | 12      |
| " Brains—Choi Know                   | per set |
| " Feet—Choi Keok                     | 12      |
| " Fry—Choi Chak                      | 12      |
| " Head—Choi Tau                      | 18      |
| " Heart—Choi Sum                     | 9       |
| " Kidneys—Choi Yiu                   | 8       |
| " Liver—Choi Kon                     | 10      |
| Pork, Chop—Choi Pal Kwat             | 21      |
| " Corned—Ham Chu Yuk                 | 18      |
| " Leg—Choi Fat                       | 24      |
| " Fat or Lard—Choi Yau               | 18      |
| Sheep's Head and Feet—Young Tau      | 18      |
| " Head—Choi Keok                     | 50      |
| " Heart—Young Sum                    | each    |
| " Kidneys—Young Yiu                  | 9       |
| " Liver—Young Con                    | 12      |
| Sucking Pigs, To Order—Choi Chai     | 22      |
| Suet Beef—Sang Ngau Yau              | 20      |
| " Mutton—Sang Young Yau              | 22      |
| Veal—Ngau Chai Yuk                   | 20      |
| " Sausages—Ngau Chai Yuk Tong        | 20      |

## POULTRY.

|                                   |         |
|-----------------------------------|---------|
| Chicken—Kai Chai                  | 28      |
| Capon, Large, Small—Siu Kai       | 28      |
| Ducks—Ago                         | 22      |
| Doves—Pan Kau                     | 15      |
| Eggs, Hen—Kai Tan                 | per doz |
| Fowls, Canton—Kai                 | 32      |
| " Hainan—Hoi Nam Kai              | 28      |
| Geese—Ngo                         | 20      |
| Geese, Wild Shanghai—Sheng Hoi Ye | 20      |
| Ngo                               | 20      |
| Musk Deer—Wong Keng               | each    |
| Hare—Tu Chai                      | 60      |
| Partridge—Choi Khoo               | 150     |
| Pheasant—Shan Kai                 | each    |
| Pigeons, Canton—Pak Kup           | each    |
| " Holchow—Holchow Pak Kup         | 24      |
| Quail—Um Chuan                    | 16      |
| Rice Birds—Wo Fa Chuan            | 25      |
| Salpae—Sa Chai                    | 25      |
| Turkeys, Cock—Fo Kai Kung         | per b   |
| " Hen—Na                          | 45      |
| Wild Ducks, Shanghai, Sul-ap      | pair    |
| Teal, Shanghai, Sul Ap Chai       | pair    |
| Wild Ducks Canton—Sang Shing Sul  | pair    |

## FISH.

|                                     |    |
|-------------------------------------|----|
| Barbel—Ka Yu                        | 11 |
| Bream—Biu Yu                        | 16 |
| Canton Fresh Water Fish—Hoi Siu Yu  | 18 |
| Carp—Li Yu                          | 24 |
| Catfish—Chik Yu                     | 13 |
| Codfish—Mun Yu                      | 24 |
| Crabs—Hoi                           | 22 |
| Cuttle Fish—Muk Yu                  | 16 |
| Dab—Sa Mang Yu                      | 18 |
| Dace—Wong Mei Lun                   | 14 |
| Dog Fish—Tit Yu                     | 10 |
| Eels, Congor—Hoi Man Yu             | 16 |
| " Fresh water—Tan Siu Yu            | 32 |
| " Yellow—Wong Siu                   | 36 |
| Frogs—Tian Kai                      | 60 |
| Garoupa—Sek Fan                     | 44 |
| Gudgeon—Pak Kup Yu                  | 16 |
| Herrings—Tao Pak                    | 24 |
| Halibut—Cheung Kwan Yu              | 32 |
| Labrus—Wong Fa Yu                   | 20 |
| Loach—Wo Yu                         | 30 |
| Lobsters—Long Ha                    | 35 |
| Mackerel—Choi Yu                    | 20 |
| Monk Fish—Mon Yu                    | 32 |
| Mullet—Choi Yu                      | 28 |
| Oysters—Sang Hoo                    | 24 |
| Parrotfish—Kai Kung Yu              | 24 |
| Perch—Tan Loo                       | 20 |
| Pike—Fa Pau Poong                   | 12 |
| Plaice—Pan Yu                       | 20 |
| Pomfret, Black—Hoi Cheung           | 28 |
| Pomfret, White—Pak Cheung           | 40 |
| Prawns—Ming Ha                      | 52 |
| Ray—Fai Pa Si                       | 10 |
| Rock Fish—Sek Kai Kung              | 30 |
| Roach—Choi Yu                       | 18 |
| Sardines, (Osteo) fresh water—Ma Yu | 12 |

|                                     |    |
|-------------------------------------|----|
| Shark—Sa Yu                         | 10 |
| Skate—Po Yu                         | 12 |
| Shrimps—Ha                          | 40 |
| Snappers—Lap Yu                     | 38 |
| Soles—Tai Sa Yu                     | 36 |
| Teach—Wan Yu                        | 24 |
| Turbot—Che Hoi Yu                   | 32 |
| Turtles, small, fresh water—Keok Yu | 60 |
| White Bait—Ngau Yu Chai             | —  |

## FRUITS.

|                                      |    |
|--------------------------------------|----|
| Almond—Hung Yan                      | 28 |
| Apples, (California)—Kam San Ping    | 24 |
| " (Chafoo)—Tin Chuan Ping            | 10 |
| " Small—Hoi Tong                     | 7  |
| " Oatard—Fan Lai Chai                | 5  |
| Bananas, fragrant, Canton—Sung Sheng | 3  |
| " (brides), Macao—San Heng Chai      | 4  |
| Cherries, Chinese—Fong Lut           | 10 |
| Carambols—Young Tau                  | 7  |
| Cocconuts—Yeh Tai                    | 10 |
| Grapes—Siu Tai Tai                   | 24 |
| Lemons, China—Ning Moong             | 5  |
| " Amer.—Kam San Ning Moong           | 25 |
| Lichees, Small Stone—Lai Chai Chai   | —  |
| " Fresh, Lai Chai                    | —  |
| Limes, (Santon)—Sal Kung Ning        | 4  |
| " Moong                              | —  |
| Mango, Manila—Lui Sung Moong         | —  |
| Mango, Saigon—Sal Kung Moong         | —  |
| Mangosteens, San Chai Tai per 100    | —  |
| Oranges, Tim Chang                   | 7  |
| " Small—Tai Kut                      | —  |
| " Mandarin—Tim Kut                   | —  |
| Olive—Pak Lam                        | 8  |
| Pastion Fruit                        | —  |
| Pears, (American)—Kam San Shut Li    | 10 |
| " (Canton), Cooking—Si Li            | 8  |
| " (Shanghai)—Sheng Hoi Li            | 12 |
| Peanuts, Fa Sang                     | 10 |
| Perimmons, Large—Hung Chai           | 6  |
| Pine-apples, 1st quality—Sheng Poon  | —  |
| " 2nd quality—Chung-lang             | 15 |
| " Faw-law                            | —  |
| " and cooking—Chung-lang             | —  |
| Paw-law                              | —  |
| Plantains—Tai Chai                   | 3  |
| Plums, Swatow—Hung Lai               | —  |
| Pumelo, Slim—Chiu Lo Yau             | 14 |
| Walnuts, Hop Tou                     | 14 |
| " Green—Sang Hop Tou                 | —  |
| Shanghai Lo Kwat                     | —  |

## VEGETABLES, &c.

|                                                 |            |
|-------------------------------------------------|------------|
| Artichokes, Shanghai—Sheung Hoi Ah              |            |
| Chai Chanck                                     |            |
| Beans, (French) Macao—Oh Moon Pin               |            |
| Tau                                             |            |
| Beans, (French), Shanghai—Sheung Hoi            |            |
| Pia Tau                                         |            |
| Beans, Sprout—Ah Chai                           |            |
| Beans, Long—Tan Kok                             |            |
| Beet Root—Hung Chai Tan                         | each       |
| Brinjals, Green—Cheung Yuen Ker                 |            |
| Brinjals, Red—Hung Ker                          |            |
| Brassica—Pak Choi                               |            |
| Bamboo Shoots—Chook Shun                        |            |
| Cabbage, Chinese, com.—Kai Choy                 |            |
| Cabbage, Red—Kai Lan Tau                        | each       |
| Cabbage, (Shanghai)—Yeh Chai                    | "          |
| Cane Shoots, bunch—Kau Shun                     | "          |
| Cauliflower, Large size—Tai Yeh Chai            |            |
| Fa                                              | each       |
| Cauliflower, Medium size—Cheung Yeh             |            |
| Choi-fa                                         | each       |
| Cauliflowers, Small size—Sai Yeh Choi-fa        |            |
| Carrots—Kam Shun                                |            |
| Celery, Chinese—Tong Kan Choy                   |            |
| Celery, English—Yeung Kan Choi                  |            |
| Celery, White—Fak Yeung Kan Choi                |            |
| Chillies, Dried—Con Lat Ohlu                    |            |
| Red—Hung Fa                                     |            |
| Green—Cheung Lai Chiu                           |            |
| Curry Stuf, English—Ka Lee Choi Liu             |            |
| Cucumbers—Cheung Kwa                            |            |
| Bitter Squash—Fu Kwa                            |            |
| Garlic—Suen Tau                                 |            |
| Ginger, young—Sun Tai Kengng                    |            |
| old—Lo Kengng                                   |            |
| Horse Radish, Shanghai—Lik Kan                  | "          |
| Indian Corn—Suk Mai                             | piece      |
| Lettuce—Yeung Sang Choi                         | each       |
| Water Ohasants—Ma Tal                           |            |
| Mandarin—Kwei Lum Ma Tal                        |            |
| Mock Melon                                      |            |
| Mushrooms, Fresh—Sang Cho Kiao                  |            |
| Onions, Bombay—Yeung Chung Tau                  |            |
| Green—Sang Chung                                |            |
| Shal—Sheung Hoi Chung Tau                       |            |
| Japan—Yat Poon                                  |            |
| Okroos—Mo Kar                                   |            |
| Parley, English—Yeung Un Sai                    | "          |
| Green Peas—Cheung Tau                           |            |
| Potatoes, Sweet—Fan Shai                        |            |
| Shanghai—Sheung Hoi Shu                         |            |
| Tau                                             |            |
| Japan—Yat Poon Shu Tai                          |            |
| American—Fa Ki                                  |            |
| Fochow—Fak Chau Shu Tai                         |            |
| Macao—Oh Moon                                   |            |
| Pumpkin—Toong Kwa                               |            |
| Radish—Hung Lo Pak Tai                          | "          |
| Rhubarb                                         |            |
| Shallots—Gon Chung Tau                          |            |
| Spinage (Chinese)—Faw Ohai                      |            |
| Spinach—Yin Chai                                |            |
| Tomatoes—Fan Kar                                |            |
| Taro—Wu Tau                                     |            |
| Turnips, Fan-ti (Long)—Low Pak                  |            |
| English—Yeung Low Pak                           | piece      |
| Vegetable Marrow—Chit Kwa                       |            |
| Water Cresses—Sai Yeung Choi                    |            |
| Okroos—Lee Koi                                  |            |
| Lily Roots—Lai Ngan                             |            |
| Yams—Tai Shu                                    |            |
| Sage                                            | per bundle |
| The prices necessarily vary from day to         |            |
| day and the Sanitary Board has no power to con- |            |
| solidation to sell at the prices quoted.        |            |
| W. BOWEN ROWLANDS,                              |            |
| General Manager                                 |            |



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER  
MANUFACTURERS.

## SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-  
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

## PALATABLE

AND

## REFRESHING.

Watson's

## FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,  
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

## The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 5, 1909.

THE DECREASE OF PERSONNEL  
IN THE ROYAL NAVY.

The Navy has received a letter from the Secretary of the Bristol Branch calling attention to the fact that the *Clifton Chronicle* has been assured by a naval officer at Portsmouth that many important cruisers are far short of their normal strength in men, and that on board the battleship cruiser *Invisible* there are barely sufficient men to work the guns, the remainder of the crew being made up by lads; on top of this they say that recruiting has been checked. This statement may well be taken in conjunction with the report that the six battleships of the *Ocean* class are about to be reduced to skeleton crews. In connection with these reports our naval contemporary says:—"We may take the undoubted fact that, although the Government has at last consented to the programme of eight battleships for this year, it has still left the establishment at 128,000 men. It is acknowledged that it takes longer to train men than to build a ship, and it is fairly obvious that when the vessels of this year's programme come forward there will be a great shortage of qualified men to man them. With this want of provision may be compared the action of the Government in 1894, when because of an increase in the shipbuilding programme which was by no means comparable with that of this year, they provided for an additional 6,700 men! At the same time, it must be remembered that there is a great feeling of insecurity amongst the Royal Marines as to their future, for the following figures will show how much this famous force is being diminished." The present numbers, it will be seen, are nearly fifteen per cent. lower than those of five years ago:—

| Rank                              | 1904-5        | 1909-10       |
|-----------------------------------|---------------|---------------|
| Commissioned officers             | 457           | 468           |
| Warrant officers                  | 45            | 37            |
| Staff-sergeants and sergeants     | 1,349         | 1,459         |
| Band ranks, buglers and musicians | 1,607         | 995           |
| Rank and file                     | 13,915        | 17,019        |
| Band boys                         | 350           | 400           |
| <b>Total</b>                      | <b>17,425</b> | <b>20,379</b> |

## LOCAL AND GENERAL

In the Summary Court, this morning, Chao Yau, a house-boy, brought an action against Mrs. Lambert to recover the sum of \$16, being amount of wages due. Defendant stated that she recently instructed complainant to pack some silver and later found some of the articles were missing. The case was adjourned.

LOUIS T. Grant, one of the defendants in the famous Grant-Kennedy smuggling case, was sentenced, on the 1st inst., by Judge Lobingier to imprisonment for one year for his participation in the attempt last July to import into the Philippines Islands opium and cocaine valued at over \$100,000 in the local market. Both defendants now stand convicted, with punishment in the same degree. Counsel for both have notified the court of their intention to appeal from the judgment. The defendant Grant, who had been ill, had sufficiently recovered to be present in court for the pronouncement of judgment.

THIS morning the coasting steamer *Altani* was seized by the Collector of Customs for having unmanifested cargo on board, reports the *Manila Times* of 30th ult. On October 14 upon arrival at Manila from Saigon from which port a cargo of cattle and rice was brought, the customs officials seized a quantity of merchandise which was not manifested on the ship's papers. The seized articles consisted of two bolts of silk, two bolts of cloth and twenty silk handkerchiefs. It is claimed part of this was found in the cabin of Captain Endiera and one piece in the possession of Julio Tanon on shore. This was given Tanon, according to his statement, by Captain Endiera to be sold. The vessel was allowed to go to Sagay to load lumber for Manila and arrived back from that port this morning.

ANNUAL MEETING OF  
JUSTICES.

THIS AFTERNOON'S BUSINESS.

The annual meeting of Justices of the Peace was held at the Magistracy this afternoon. Mr. J. R. Wood presided and among those present were the Captain Superintendent of Police, Capt. F. W. Lyons, Messrs. R. B. King, R. H. A. Craig, Lieut. C. W. Beckwith, R.N., Messrs. J. A. Jupp, O. Lafrenit, E. Mackenzie, C. Montague Ede, Revs. C. W. Hickling, F. T. Johnson, Messrs. G. A. Woodcock, A. F. Arculli, W. N. Fleming, A. Shelton Hooper, M. S. North, W. H. Wickham and A. Runjitho. There were twenty-five applications for publicans and adjacent licences altogether. Particulars are as under:—

## THE ORIENTAL HOTEL.

It was announced by the President that the application of the Oriental Hotel for a publican's licence had been withdrawn.

Mr. Wickham—Why has it been withdrawn? The President—Because he doesn't want a licence (Laughter).

## THE GLOBE HOTEL.

In the case of the Globe Hotel (Feodor Silberman) Mr. Shelton Hooper said that as the applicant was absent, he would point out as a precautionary measure the fact that the Justices might wish to ask any questions.

## THE COSMOPOLITAN HOTEL.

It was stated by Mr. Wood that the licensee of the above hotel (Louis Cimar) had been convicted during the present year for selling adulterated brandy.

The President (To applicant)—Unless you are more careful in future, your application will be refused.

The applicant—I will be very careful.

## A DEAD APPLICATION.

The Justices were informed that the licensee of the Stag Hotel (John Elvin Barker) was dead.

Mr. M. S. Northcote—Isn't there a notice in the papers that Mr. Darr is applying for a licence?

## ASTOR HOUSE.

Mr. Shelton Hooper, said that he wished to discuss the above application (L. Gameau) at the end.

The President—Have you any objection?—I won't state my objection now.

## THE PEAK HOTEL.

Mr. Hickling—It would be well to administer a caution.

The application was refused.

The other applications were unanimously granted.

AN EXTRAORDINARY  
APPLICATION.

AT THE SUMMARY COURT.

At the Summary Court this morning, Mr. A. C. Johnson applied to the Court to dismiss a certain action between two Chinese litigants because the other side failed to supply particulars in the writ.

Mr. Leo d'Almada said it was a most extraordinary application, because it was not a case where he did not comply with any order of the Court.

Mr. Jackson contended there must be some particulars in the writ.

The matter was allowed to stand over for a week.

## A Sensational Affair.

DISTURBANCE ON THE  
S.S. "CYCLOPS."

EXCISE OFFICERS CHARGED WITH ASSAULT.

Before Mr. E. R. Hallifax, (First Magistrate) in the Police Court, this morning, four Chinese, excise officers were charged with an alleged assault on a number of talliesmen (four) on the s.s. *Cyclops* on the 11th August last. Mr. H. J. Gedgo (of Messrs. Johnson, Stokes, and Master) appeared for the prosecution and Mr. W. E. L. Sheaton (of Messrs. Deacon, Looker and Deacon) was for the defendants.

It appears that complainants were some time ago fined \$10 each for assaulting the defendants, and this morning they brought a cross-suit against the defendants for assault.

Capt. Harris, a Master Mariner, stated that on August 11th in the afternoon he heard a disturbance on deck. He went out of his cabin and saw two of the talliesmen being dragged along the deck by their queues. The men were being hauled along by one man, who, witness thought, was one of the painters engaged on the ship. He thought a general row had arisen between the Chinese. Later it transpired that the man who had seized the talliesmen was an excise officer, the first defendant. There was another man with him, the fourth defendant. A European police officer was watching the proceedings. Witness told him who he was and asked by what authority this cruel treatment was proceeding. The officer told witness to read his Hongkong regulations and he would find out what any one of sixty coolies would tell him. Witness remonstrated with the sergeant, who pushed witness aside and said if he interfered with him in the execution of his duty he did so at his peril.

In the course of the evidence, Mr. Gedgo proposed to read a letter from His Excellency the Governor, but this step had to be abandoned owing to opposition from the other side.

William Brown, quartermaster on the *Cyclops*, stated that he had been from six to eight years in the company. He remembered the 11th of August last. At 4.30 in the afternoon of that day, he was standing on the gangway. He could identify the third defendant, who struck the third complainant. He held him by the queue and struck him on the head with his fist. The men were being roughly taken and their heads were screwed around. As No. 3 was being knocked about the chief officer sent witness down to stop it. He saw bruises and other marks on the complainants, alleged to have been inflicted by an iron bar. Defendants had no badges or distinctive marks of any kind.

W. A. Holmes, second officer of the *Cyclops*, stated that on the 11th of August last, he heard a row on the *Cyclops* at 4.30 in the afternoon. He saw a crowd outside the tally clerks' quarters. He saw two of his clerks held by the queue. Witness exclaimed: "What's the row here? Who are you?" The men were being held by the queue right up the head and were being used roughly. In accordance with the instructions of the captain, witness accompanied both the complainants and the defendants ashore and to the lock-up. He told a Police-Sergeant there "That's not the way to hold the men." No notice was taken of his remark and witness saw bruises being shown to the Police Inspector.

Samuel Robert Aitken stated that he was a Master Mariner and occupied that position for eight years. He was at present assistant manager of "old's wharf. On the 11th of August last, at 4.30 p.m., while leaving the *Cyclops* by a launch, he saw trouble on deck. A number of Chinamen were bringing other Chinamen along the gangway. He told the coxswain of the launch to go back. Just about this time, two men, one of whom was holding the other, were on the gangway ladder coming down. They were followed by two men one under arrest of the other, who again were followed by another man in charge of two men. Each of the men, who was holding the others, was ill-treating the latter, particularly in the case of the one who was holding two men. He had them abreast of each other on the gangway and was trying to push them down, which was most difficult on account of the narrowness of the gangway. The men were doing their best as far as he could see to go down quietly, which they found difficult to do, their queues being held tightly together. The man was jerking round their heads and knocking them in the back with his knee. None of the men offered any resistance. Witness went up the ladder and asked the European sergeant on top of the gangway to stop the men's brutality. He said it was alright and if he interfered with them, it would be at his peril. The men had no badges. Further evidence having been called, the case was adjourned.

## SHIPPING AND MAILS

## MAILS DUE

Indian (*Kumrang*) 7th inst.  
Canadian (*Empress of India*) 18th inst.

The Bank Line s.s. *Ocean* arrived at Kobe yesterday.

The s.s. *Aldersham* for Australia left Kobe on and this port.

The E. & A. Co.'s s.s. *Empire* from Sydney, etc. left Port Darwin on 3rd inst., for Manila and this port.

The P. & A. Co.'s s.s. *Heracles* sailed from Astoria on 30th ult., en route for Hongkong via Vladivostok and Moji.

The P. & A. Co.'s s.s. *Henrich Isen* sailed from Astoria on 3rd inst., en route for Hongkong via Yokohama, Kobe and Moji.

TUESDAY next, the 9th inst., being a public holiday, it is proposed to hold the fortnightly meeting of the Sanitary Board on Wednesday, 10th inst., at 3.45 p.m., in the Council Chamber, U.S.O.

## CLINTON DAY BY DAY.

## ANTI-IOU REFUGES.

[From Our Own Correspondent.]

Caution, 4th November.  
The Canton Government Anti-opium Bureau recently established five refuges in different places in the city where opium smokers of the poor class, can be admitted for medical treatment free of charge in order to assist them in getting rid of their habit. These refuges are situated: one in Tin Kwan Lane, inside the city; one in Fung Yuen street, and another in Che Mo Kong in the Western suburb; one at the Government Tin Tze Wharf in the Southern suburb, and one in Honam. In each of these refuges, a number of opium smokers have been admitted for treatment.

## ADMIRAL LI CHUN.

Admiral Li Chun returned to Canton on the 2nd instant from the West River after making a tour of inspection of the waterways in that district.

## NAVAL COLLEGE.

H. E. Viceroy Yuan will, day after to-morrow, pay a visit to the Canton Naval College at Whampoa and inspect the students at their drills.

## INSPECTION OF RECRUITS.

On the 7th instant H. E. Viceroy Yuan Shu Hsun will proceed to Intong to make an inspection of the newly recruited troops who will be put through their drill.

## EXECUTION.

The two notorious robbers, Lo Ah Yick and Lo Shek Yuen, who were arrested in Hongkong and extradited to Canton a week ago, were yesterday taken out of the Nanhai prison by order of the Viceroy to the execution ground and beheaded.

## PRICE OF RICE.

As a result of the floods, the price of rice has advanced considerably in the town of Fatsao. The paddy plantation was damaged to a great extent by the floods and there is scarcely any hope that the rice crop for this year will yield half the normal harvest as at one time anticipated by the farmers.

## FLOOD SUFFERERS.

The Central Relief Committee is still busily engaged preparing expeditions with rice and other foodstuffs to be sent to the flood-affected districts for distribution to the sufferers. Yesterday and to-day the steam launch *Kwong Kan* and *Sam Kwai* were sent to the district of Weichow with two thousand bags of rice on board to relieve the destitute people.

SOCIETY OF ST. VINCENT  
DE PAUL.

## ACKNOWLEDGMENT OF DONATIONS.

We are requested by the Committee of the Society of St. Vincent de Paul to acknowledge with thanks the following donations to the funds of the Society:—

Government of Hongkong ..... \$100  
Miss Beatrice M. de Rza (Manila) 100  
Mr. H. Percy Smith ..... 50  
Mr. F. de Assis Gomes ..... 20

The committee will be very thankful to the public in general for any contribution they may be kind enough to forward, in order to enable them to extend their help to the increasing number of the poor, as at present their funds are so reduced that they will be compelled to curtail relief measures in answer to the continued demands on behalf of the destitute in the Colony whose cases are thoroughly investigated before help, in either money or kind, is extended to them.

## WATER RETURN.

Level and storage of water in reservoirs on the 1st November.

## CITY AND HILL DISTRICT WATER WORKS.

| LEVEL.                  | 1908.        | 1909.        |
|-------------------------|--------------|--------------|
| Tytam.....              | 1' 10" above | 2' 6" above  |
| Tytam Byewash.....      | 6' 31" below | 2' 6" above  |
| Tytam Intermediate..... | 2' 6" above  | 1' 8" above  |
| Pokfulum.....           | 0' 10" above | 1' 10" above |
| Wong-nai-chung.....     | 0' 6" level  | 1' 11" above |
| STORAGE GALLONS.        | 1908.        | 1909.        |
| Tytam.....              | 400,800,000  | 407,000,000  |
| Tytam Byewash.....      | 13,939,000   | 26,301,000   |
| Tytam Intermediate..... | 210,370,000  | 205,739,000  |
| Pokfulum.....           | 67,800,000   | 70,040,000   |
| Wong-nai-chung.....     | 32,337,000   | 33,138,000   |
| Total.....              | 723,333,000  | 742,218,000  |

Consumption of water in the City and Hill District during the month of October.

| 1908.                             | 1909.                               |
|-----------------------------------|-------------------------------------|
| Consumption.....                  | 1,015,125,000 1,408,813,000 gallons |
| Estimated population.....         | 207,510 207,370                     |
| Consumption per head per day..... | 23.3 21.7 gallons                   |

Constant supply in all districts during October, 1908.

Intermittent supply by Rider Mains in Rider Main Districts up to 15th October, 1909.

Constant supply in all Districts from 25th October, 1909.

## KOWLOON WATER WORKS.

| LEVEL.                             | 1908.        | 1909.               |
|------------------------------------|--------------|---------------------|
| Kowloon.....                       | 20' 6" below | 12' 2" below        |
| Gravitation Reservoir.....         | 0' 6" below  | 0' 6" below         |
| STORAGE GALLONS.                   | 1908.        | 1909.               |
| Kowloon Gravitation Reservoir..... | 176,700,000  | 237,617,000 gallons |

Consumption of water in Kowloon during the month of October:—

| 1908.                             | 1909.                         |
|-----------------------------------|-------------------------------|
| Consumption.....                  | 29,458,000 24,840,000 gallons |
| Estimated population.....         | 84,900 89,700                 |
| Consumption per head per day..... | 11.1 8.9 gallons              |

The Government Analyst reports that the water is of excellent quality.

## P. N. H. JONES.

## Water Authority.

## CAPTAIN COOPER'S CLAIM.

## JUDGMENT FOR THE PLAINTIFF.

Before Mr. Justice Gomperts in the Summary Court this morning, the case was concluded in which Captain W. Cooper, late master of the s.s. *T-A Ding*, brought an action against the Sze Yap Steamship Company to recover \$1,000 as damages for wrongful dismissal. A sum of \$150 was paid into Court. Mr. M. Rosdair Harris (of Messrs. Wilkinson and Co.) appeared for the plaintiff and Mr. P. Sydenham Dixon (from Mr. R. A. Harding's office) was for the defendants.

His Lordship, in delivering judgment, said there was no cause for a summary dismissal. The only question was what notice plaintiff was entitled to. It was clear that he was entitled to some notice. There were two cases where three months' notice had been given. His Lordship therefore entered judgment for the plaintiff with costs.

Mr. Harris applied to the Court for an order for the payment of \$10 to a Mr. Lindberg, who had to appear as a witness.

His Lordship—That is a matter for the Registrar.

Mr. Dixon—They never allow payment for Europeans except for experts.

His Lordship—I don't think it is usual for payments to be made to Europeans except experts.

Mr. Harris—I only ask for \$20. In point of fact, Mr. Lindberg had to pay \$30.

His Lordship—Has the Registrar power to do that?

Mr. Harris—Not without an order from your Lordship.

It was finally agreed to refer the matter to the Registrar.

## FOOTBALL LEAGUE.

## FIRST DIVISION.

Some good matches will be seen in this division to-morrow afternoon, especially that of The Buffs vs. R.G.A., and the Hongkong Football Club vs. Kowloon Football Club. There is very little to choose between the teams, and these two matches will most probably end up in a "toss-up" game. One match has been arranged for 3 p.m. and the other two for 4 p.m. as will be seen below. The fixtures are:—

Hongkong Football Club vs. Kowloon Football Club, at the former's ground, 4 p.m. Referee Sergt. Edwards.

R.G.A. vs. Buffs, at the Naval Ground 3 p.m. Referee Quarter-Master-Sergt. Barofather.

Royal Engineers vs. Naval Yard, on Military Ground, 4 p.m. Referee Sergt. Walsh.

The following will represent the Kowloon Football Club to-morrow afternoon vs. the H.K.F.C.:—Messrs. Foulkes, Allen, Lapsley, Storrie, Bishop, C. Wilkie, Hedley, Morris, Brown, T. Wilkie, and Head.

For the Hongkong Football Club.

Goal—J. Clarke, Backs—B. Chapman, J. McCubbin, Half Backs—Rickett, R. C. Barlow, W. Ironside, Forwards—A. Aitchison, F. G. Carroll, A. Whitmarsh, H. W. Sayer, H. Jurin.

The Royal Engineer's team for the match against the Naval Yard are:—Beardmore (Goal), Cully, and Lamb (halfbacks), Jackson, McCrory, and Le Grov (halfbacks), Parslow, Manney, Morrish, Taylor and Ormond. (Forwards.)

## SECOND DIVISION.

The fixture for the third round of the second division are as follows:—

L. R. C. vs. 8th Co. R.G.A. at Kowloon Football Club's Ground, 3 p.m. Referee Sergt. Ingram.

"A" Company Buffs vs. "B" Company Buffs, at the Parade Ground, 4 p.m. Referee Cp. Keely.

88th Co. R.G.A. vs. Moslem Recreation Club at the Military Ground, 2.30 p.m. Referee Sapper T. Heigh.

83rd Co. R.G.A. vs. B.O.C. at Lyemus Ground, 4 p.m. Referee Mr. Hamson.

Lusitano Recreation Club will be represented by the following in to-morrow's match:—A. A. Carvalho (Goal), L. G. Cordeiro and A. H. Hyndman (Backs), F. H. Hyndman, F. Soares and J. M. Brito (halfbacks), A. C. V. Ribeiro, V. Azevedo, F. M. Cruz, T. Cordeiro, and R. C. Silva (Forwards). Reserves: C. Silveira and C. Lopes.

B. O. C. team:—S. Jex, D. Dorward, J. Redfern, Stemmers, H. Goldenberg, A. A. Abbas, J. E. Chueyot, Y. Abbas, G. Osborn, J. L. Goldenberg, J. Heigh. Reserves: D. Baptista and W. Wong.

## CRICKET.

The Craigengower Cricket Club will meet the Royal Engineers in a league match to-morrow afternoon, at the former's ground. Craigengower will be represented by L. E. Lammont, G. A. Hancock, L. A. Ross, R. Farstoe, W. H. Vivens, P. Currie, R. A. Carvalho, J. D. Norris, S. B. Sullivan, S. E. Green and R. Biss.

PROBABLES VS. POSSIBILITIES.

The following have been selected to play on the Cricket Ground on Saturday, the 6th inst. The game to commence at 1.30 p.m.

Probables.—Messrs. W. C. D. Turner, R. O. Hutchison, T. E. Pearce, E. E. H. Oliver, Capt. Baird, Beasley, Garrett, Lieut. Anderson, Liepmann, Jones and A. N. Oiler.

Possibles.—Messrs. E. C. Oliver, R. M.; A. A. Claxton; E. A. Fowler; A. H. Young; W. N. Edwards; A. R. Sutherland; R. E. O. Bird; Capt. Clapham; Lieut. Bagnall, Green, Messrs. L. E. Brett, and A. P. Day.

On Tuesday, 9th inst., (King's Birthday) the C. C. C. will meet "Watson's" XI at a friendly game. The match will commence at 11 a.m.

## TYPHOON WARNING.

The following telegram was received at the American Consulate-General from the Manila Observatory at 10.15 a.m. to-day:—

November 5th, 9.30 a.m. Cyclone or typhoon E. of the Visayas Islands, moving W. or W.N.W.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

The market remains dull and featureless with the exception of an advance in China Sugars:—

Banks.—Hongkong, Shanghai Banks, have ruled fairly steady at \$905, but shares can probably be had at this rate. A small sale is reported at \$992. The London quotation has declined to £90 15/- National's are firm and wanted at \$65.

Marine Insurance.—Cantons continue neglected and on offer at \$ 6 1/4. North China are quiet at \$105, and Yangtze at \$93 1/2. There are sellers of Unions at \$147 1/4.

Fire Insurance.—China Fires have been sold in small lots at \$ 14 and more are required for at the rate. Hongkong Fires are obtainable at \$375.

Shipping.—Hongkong, Canton and Macao Steamboats are on offer at \$1; but buyers are not forthcoming. Indo-China are firm and can be placed at \$60. In the North there are buyers at \$14 1/4. Shell Transports are in request at 72 1/2. There are no changes to report in other stocks under this heading.

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## THE MURDER OF PRINCE ITO.

## FULL ACCOUNT OF THE TRAGEDY.

The special correspondent of the *Mainichi* accompanying Prince Ito on his tour in Manchuria has cabled the following account of the Prince's assassination:—At about 9 o'clock this (Tuesday) morning 26th Oct., Prince Ito arrived at Harbin from Changchun in a Russian special train. On reaching the station, he was greeted by M. Kokoroff, the Russian Financial Minister, who had a conversation lasting about thirty minutes with him in the train. The Prince then alighted from the train, preceded by Mr. Kawakami, Japanese Consul-General at Harbin, and with M. Kokoroff walking by his side. The Prince walked along the platform followed by Mr. Nakamura, President of the South Manchurian Railway Company, several other officials, and the members of his suite. On the platform were grouped the principal Russian and Chinese officials of Harbin, the foreign Consuls, and a number of Chinese and Russian troops. Prince Ito walked along the front of the assembled officials and soldiers, saluting them as he passed, and was reaching the gathering of Japanese residents when he suddenly went back a few steps. At the same time a Korean of about twenty-three years of age, dressed in a grey, foreign suit, with a shooting cap, who had been standing at the extremity of the Russian troops, fired at the Prince with a seven-chambered revolver, from a distance of only about five feet. Prince Ito was hit in three places in the chest and abdomen. Mr. Nakamura, the President of the Railway, at once caught him in his arms. The Prince, who appeared to retain his usual vigour, exclaimed: "I am done for. About three bullets seem to have taken effect." His face then became extremely pale and Mr. Nakamura hastily carried him to the train, where he was placed in one of the carriages. Again speaking in a strong voice, the Prince asked: "Who was it? Has Mori also been shot?" A few minutes afterwards, however, his speech became incoherent, and he died about thirty minutes later. It was then 10 o'clock. All the wounds received by the Prince were of a fatal nature, and his right lung had been penetrated. After shooting Prince Ito, the Korean fired the remaining chambers of his revolver at the Prince's suite, with the result that Mr. Kawakami, the Consul-General, was wounded on his right arm, Mr. Tanaka, a Director of the Railway, in his right leg, and Mr. Mori, of the Prince's suite, in his right arm and lung.

The assassin was arrested on the spot and said on being questioned that he had arrived at Harbin at 7 o'clock on the previous evening via Genzan and Vladivostok, having gone there for the purpose of assassinating the Prince. He added that Prince Ito had caused the deaths of many Koreans, and he had thus avenged his brethren. He was quite calm and seemed to entertain no fear, but refused to say anything further. It is thought that he may have been instigated by other persons. The train carrying the Prince's remains left Harbin at 11 o'clock and arrived at Changchun at 6 p.m. Immediately the Prince had been shot, Mr. Weliké, the vice-president of the Chinese Eastern Railway, sent for Russian doctors, and together with some Japanese medical men they did their utmost for the Prince, but the case was hopeless.

According to a Tokyo message to the *Asahi*, a telegram received there states that the Korean who attacked Prince Ito used noiseless and smokeless powder. When wounded in his right lung, the Prince fell heavily. It appears that the Kwangtung Government had placed gendarmes as guards on the train which carried the Prince, but that these were withdrawn at Changchun, the terminus of the Japanese line, Prince Ito being left to the protection of the Chinese authorities for the part of the tour north of that station.

Mr. Wheeler, chief secretary to the American Embassy, who called on Count Komura, the Foreign Minister, on learning of the news, is represented as stating that the Count told him that, while it was recognised that Prince Ito might be in some danger when in Korea, no fear was entertained of any untoward incident at Harbin. Consequently no great precautions were taken to guard the Prince, and he deeply regretted that this misjudgment had had such a terrible result. Mr. Wheeler supplemented the Count's statement by remarking that similar negligence led to the tragic death of the late Mr. Stephens at the hands of Koreans at San Francisco.

It is expected that the Prince's remains will arrive at Taipeh to-day. The Naval Department has instructed the Commander of the Sasebo Naval Station to send the cruiser *Yasato* to Taipeh to receive them. The cruiser will convey the body direct to Yokosuka. Tokyo messages state that Princess Ito, who has been ill at Oiso, fainted on hearing of her husband's tragic end. After careful treatment by her doctors and attendants she recovered consciousness but it is feared that her condition will be seriously affected. Dr. Iwai, a doctor of the Imperial Household, has proceeded to Oiso to see the Princess.

At 3 o'clock yesterday afternoon, Marquis Katsura, the Prime Minister, proceeded to the presence of the Emperor and Empress, and made known the sad news to Their Majesties, who were inexpressibly shocked at the tidings. The Emperor at once summoned the Grand Chamberlain, Marquis Tokudaiji, and the Minister of the Imperial Household, Prince Iwakura, and gave them certain instructions. The Grand Chamberlain then hastened to the Foreign Department and communicated the Imperial wishes to Count Komura, the Foreign Minister, and Marquis Katsura.

The Emperor at once instructed the Grand Chamberlain to send a telegram of condolence to Prince Ito.

A later message states that when the Grand Chamberlain reported the sad news to the Emperor, His Majesty sprang to his feet exclaiming "Ito?" After a short pause, the Emperor instructed the Grand Chamberlain to immediately send representatives of the Imperial Household to Manchuria and also to obtain

further news of the tragedy as soon as possible. Dinner was served, but His Majesty did not even touch his chopsticks.

Baron Nishi, Chief Aide-de-Camp to the Emperor, and other officials of the Imperial Household have been ordered to at once leave for Manchuria.

The Korean Crown Prince has instructed his Korean Aide-de-Camp Kim to proceed to Taipeh to meet the remains of His Highness' Grand Tutor. A Seoul message of yesterday's date to the *Mainichi* reports that all the Korean Ministers of State and Genro were terrified on learning that the ex-Resident-General had been killed by a Korean. They are extremely uneasy as to what the consequences may be and there is considerable public excitement. It is being advised in some quarters that the Korean Emperor should proceed to Tokio to apologise to the Emperor of Japan. Panic is said to prevail at the Korean Imperial Court.

The youthful Korean Crown Prince, who only recently accompanied Prince Ito on a tour to the North of Japan, expressed amazement and sorrow on being informed of the sad news at his residence at Torioka by members of his suite. His Highness is said to have been particularly distressed to learn that the assassin was a Korean.

At 4 o'clock yesterday afternoon, a conference was held by Prince Yamagata, Marquis Katsura, the Prime Minister, Marquis Inouye and Matsugata, Count Komura, the Foreign Minister, and other high officials at the Foreign Department to consider the steps to be taken in view of the assassination of Prince Ito. A further meeting of the Genro and Ministers of State was held in the evening. Immediately after the afternoon conference, Marquis Inouye, who is a relative of the deceased statesman, had a meeting with Viscount Suenatsu, the son-in-law of Prince Ito, and Mr. Inoue Katsunosuke, the Marquis' son-in-law, who was formerly the Japanese ambassador at Berlin, to discuss the necessary family arrangements. During the deliberations, Marquis Inouye received a message stating that the Princess had become unconscious on learning the news, and at once proceeded to Oiso, although he is himself in poor health.

Viscount Suenatsu, son-in-law of Prince Ito, was to leave Tokio this morning for Taipeh, to receive the Prince's body. On the receipt of the tragic news, the Russian Ambassador and the Chargé d'Affaires of the German Embassy called at the Foreign Department to express their condolences. "MAINICHI" URGES ANNEXATION OF KOREA.

In the course of an article on the assassination of Prince Ito, the *Mainichi* writes as follows:—The loss of Prince Ito is a great one not only to Japan but also to the world. There is no denying that his death will occasion great changes in Japanese policy both at home and abroad. Of him it must be said that he was born for his country, lived for his country, and died for his country. It is impossible to express the grief which is felt at his fate, but the Prince himself must be glad to have met such a noble death. We cannot fully record our abhorrence of the Korean assassin. For one thing, he has frustrated the first object of the Prince's tour, the meeting between Prince Ito and the Russian Financial Minister, which was intended to strengthen the peace of the Far East. He has killed, too, the man who was the protector of tranquillity in Korea and also in some measure of international tranquillity. The deed can never be atoned for however fully the Korean may be punished. What a great source of trouble to Japan Korea is! What a great danger to international peace! Japan was compelled through her to fight China and Russia. Japan has been and is doing her best to lead her to civilisation, and most of the Koreans are thankful for the Japanese assistance, but some few of them hate Japan even if they pretend to be satisfied with her protection. They seem to wish to kill all the benefactors of their country. It was the Koreans that killed Mr. Stephens, who had made great and sincere efforts for Korea, and now they have also killed Prince Ito. They make it their business to injure Japan and the interest of the good Koreans. Existing in scattered bodies in various parts of the world they communicate together and endeavour in unison to effect their mischievous objects. At the time of the trouble about the Hague Conference we urged the authorities to take decisive steps toward Korea, but Prince Ito showed himself extremely generous. The Koreans could not understand his kindness and now they have killed their benefactor. If matters go on as at present, the burden which Japan bears for the sake of Korea will only increase in the future. There is much reason to believe that this outrage was instigated in a quarter which the Prince made the greatest possible efforts to protect. The time has, therefore, arrived for Japan to take decisive action with regard to the Peninsula. It is clear that the present policy will not suffice to lead Korea into tranquillity. How can Japan continue to follow her present policy seeing that it means the loss of valuable men and the constant interruption of peace? It would be unwise for Japan to continue the same old course, and it would be bad for Japan, Korea, and the peace of both the Far East and the world. Such being the case, Japan should annex Korea and convert the Korean Emperor into a Japanese Peer. That is the best way to satisfactorily control the Koreans at home and abroad and prevent them from breaking the peace of the Far East. Great Britain and America would not have any objection to such an arrangement, and no other power would oppose it. Indeed the Powers would be glad to know that the lives and property of their nationals in Korea had been made secure. An opportunity for taking this action has now come, and we urge Viscount Sone, the Resident-General, Marquis Katsura, the Prime Minister, Count Komura, the Foreign Minister, General Terauchi, the War Minister, and the other officials concerned to fully consider the situation.

## LATEST DETAIL OF TRAGEDY.

The Taipeh correspondent of the *Mainichi* cables that the train conveying the remains of

the late Prince Ito arrived there at 11 o'clock yesterday morning. It was given the guard provided for an Imperial train. The body was taken to the Yamato Hotel, where it was placed in coffin. The message goes on to say that the injuries of Mr. Tanaka, a Director of the South Manchurian Railway Company, Mr. Mori, and Mr. Murata (a member of the House of Peers) who were shot by Prince Ito's assassin is improving. Mr. Nakamura, the President of the South Manchurian Railway Company, who was standing beside the Prince at the time of the assassination, states that he has no excuse to offer, as the murder took place while he and others were with the Prince. The crime was committed so quickly, however, that it was impossible for them to interfere. Mr. Nakamura proceeded to say that the Prince was walking rather slowly, close to the groups of persons assembled on the platform to welcome him, when the Korean suddenly appeared and fired at the Prince from the latter's right. When struck by the first shot, the Prince took a step forward and he continued to advance after being hit the second time, and went forward another step, but after the third shot he commenced to totter. The whole thing happened so suddenly that all Mr. Nakamura could do was to support the Prince in his arms. Prince Ito said quite calmly that he was done for, several bullets having apparently taken effect. The Russian officials on the platform then suggested that the Prince had better be laid down. Mr. Nakamura and others therefore carried him into the train. In reply to a question by the Prince, who was still composed and apparently strong, Mr. Nakamura told him that the culprit was a Korean and added that Mr. Mori was also shot. The Prince exclaimed: "Is Mori killed too?" Those were his last words. The *Mainichi*'s correspondent also reports that Mr. Ouchi, the representative of the Chief of the Kwangtung Civil Administration who was also with the Prince's party, stated that he was about eighteen feet from the Prince at the time. On suddenly hearing sounds resembling the explosion of crackers, he ran to the Prince, whose face was already turning pale. Mr. Ouchi was surprised to find that Mr. Kawakami, the Japanese Consul-General at Harbin, was not there and learned that he had been conveyed to a Russian hospital, having been hit in his right arm. Recognising that he had fatally wounded the Prince, the Korean fired in rapid succession upon the Prince's companions, with the result that four of them were injured. When he was seized only one bullet was left in the pistol, which had seven chambers. The bullet which hit Mr. Murata must therefore have been one which had passed through the Prince's body. Mr. Ouchi considered that nobody can be held to blame for the tragic occurrence. The assassin had evidently gone to the station fully prepared and determined to commit the crime, and he died so quickly that it was not possible to save the Prince. Mr. Ouchi added that the Russian officers and soldiers expressed deep sympathy with the Prince.

A Taipeh telegram to the *Asahi* states that a few minutes before his death Prince Ito spoke a few words to Mr. Furuya, his private secretary, and Mr. Murata, after asking all other persons to leave the car. Afterwards, M. Kokoroff, the Russian Minister, went to the Prince's side to ask after his condition and informed him that the assassin had been arrested, but the Prince was then unable to speak. Tokyo messages quote a report to the effect that on Monday night two suspicious Koreans were arrested by the Russian authorities near the Sungari Station of the Chinese Eastern Railway. The assassin spent Monday night at an inn near Harbin Station, having arrived there on the previous evening by an express train from Fusan. As he had received a telegram from an unknown source the authorities were on the alert and they now much regret that steps were not taken which would have prevented the tragedy. At first, the assassin obstinately insisted that he had acted on his own initiative and had no accomplices, but on being closely examined he confessed that he had over thirty accomplices. It is believed that he belongs to the party whose members killed Mr. Stephens at San Francisco. Another Korean, who was arrested by the Russian authorities at the scene of the tragedy on suspicion of being an accomplice has been handed over to the Japanese Consul-General at Harbin together with the assassin. The name of the latter is Woonchan. Departing from the usual practice, the Russian authorities have promised to hand over all suspicious Koreans who may be arrested to the Japanese as soon as they have been arrested. The trial of the accused persons will consequently take place at Seoul. RUSSIAN SYMPATHY.

According to a Tokyo message, it is a mistake to suppose that the Russian authorities did not take sufficient care to guard the route followed by the Prince. The fact that they had arrested some Koreans at Sungari station before the crime shows that they were doing their utmost. Owing, however, to the desire of the Japanese officials, Japanese were freely allowed to welcome the Prince, and this must have been taken advantage of by the culprit. The Russian authorities greatly regret that the incident took place in their jurisdiction, and they have since shown the greatest possible respect to the Prince's remains and sympathy for Japan. In especial, M. Kokoroff, the Russian Financial Minister, is greatly concerned at the Prince's death. Although only two hours elapsed between the assassination and the departure of the Prince's remains from Harbin the Minister had wreaths made and placed them on the Prince's body. When the train commenced to move, he ordered the Russian troops to play a funeral march, while he himself knelt on the platform with bowed head.

LORD KITCHENER SALUTES REMAINS. It is reported from Mukden that the train bearing the Prince's remains arrived there soon after noon yesterday and were received on the platform by the Japanese authorities. Field Marshal Lord Kitchener in full uniform, his Lordship's wife, all the foreign Consuls, and

many others, all wearing tokens of mourning. Breaking through a time-honoured custom, the Viceroy of Manchuria and the Governor of Mukden went outside the city, accompanied by many officials of high standing, to greet the remains. All of them approached the car to signify their respect to the dead Prince. Lord Kitchener, the Viceroy and the Governor expressed the deepest regret at the Prince's death. Mr. Kolke, the Japanese Consul-General at Mukden, and the Chinese officials presented wreaths. After a stop of about 30 minutes, the train left for Taipeh. The train consisted of five cars, and the windows of that in which the Prince's body lay was covered by curtains. In another lay Mr. Mori and Mr. Tanaka, attended by nurses. The scene was melancholy in the extreme.

It is stated that Mr. Kawakami, the Japanese Consul-General at Harbin, who was shot at the same time as Prince Ito, is seriously ill. REMARKABLE FOREIGN TRIBUTES.

The Emperor has received a very sympathetic telegram of condolence from the Czar. It is stated in a Chicago despatch that Mr. Knox, the American Secretary of State, has sent a cable to the Japanese Government, expressing great regret at the death of Prince Ito. Mr. Knox has also issued a public statement lamenting the Prince's violent end and eulogising his career. He praises the Prince's successful administration in Korea and says that as Resident-General he not only displayed remarkable statesmanship but also was most just and impartial towards the interest of foreign nations.

A London cable of October 27 to the *Asahi* reads as follows:—The Times publishes an eloquent article most deeply condoling with Japan on the death of Prince Ito. Almost exhaustively its resources of language in eulogising the Prince's merits, the paper declares that he is entitled to be ranked among those of the world's sons who have contributed most to the progress of humanity. "Possessing powers of discernment of the highest kind, he has made a nation which is unique in the world, for Japan has introduced to civilization traditions, customs, and ideals which were hitherto unknown. The journal adds that Japan will not change the policy in Korea which was laid down by this hero of heroes.

A Berlin message states that the report of the murder of Prince Ito, the greatest statesman of Japan, who was much admired by the German nation, has evoked the deepest regret everywhere in Germany. The official *Neidtsche Allgemeine Zeitung*, in an article written in memory of the late Prince Ito, expresses the keenest admiration of the whole German nation for the great political work of this exceptional statesman. At the same time, it expresses the cordial sympathy of Germany with the Japanese Government and nation on the loss of their greatest patriot and statesman.

HOW THE KOREAN JAP-EMPEROR RECEIVED THE NEWS.

A Seoul telegram of yesterday's date to the *Mainichi* states that the Emperor Father was about to commence dinner on Tuesday evening when he received the news of the assassination of Prince Ito by a Korean. He dropped his chop sticks and appeared to be much concerned. Being shrewd enough to foresee possible developments and feeling very anxious both as to the welfare of the Korean Crown Prince at Tokio and the future of the Peninsula, he is extremely dispirited. On Tuesday night he was unable to sleep at all. All the Korean Ministers of State were dismayed at the news and express deep condolence with Japan. The message also says that three days prior to the departure of Prince Ito from Japan for Manchuria several Koreans suddenly proceeded to North Manchuria by the Antung-Mukden Railway. The police paid great attention to their movements, but they do not appear to have had any direct connection with the assassination. It is, however, regarded as certain that the murderer has relations with reactionary leaders at Seoul. The authorities are making efforts to discover the real origin of the outrage. It is added that representatives of the Emperor-Father, and the Prime Minister, and the son of Viscount Sone, the Resident-General, left Seoul for Taipeh yesterday in order to meet the remains of the Prince.

RESOLUTIONS PASSED BY JAPANESE JOURNALISTS AT SEOUL.

The Japanese journalists at Seoul held a meeting at the Seoul Hotel yesterday and passed the following resolutions:—

1.—The assassination of Prince Ito is a revelation of the strong anti-Japanese feeling in Korea. The authorities concerned should therefore endeavour to take final steps in regard to the Japanese policy in Korea with a view to exterminating the roots of the existing troubles.

2.—We hope that the Emperor of Korea will immediately proceed to Japan in order to apologise to the Japanese people, high and low, for the murder of Prince Ito.

TELEGRAM FROM KOREAN EMPEROR.

Yesterday morning, the Emperor received a lengthy telegram of condolence from the Korean Emperor. It is to the following effect:—"We are deeply sorry that Prince Ito, who had done his best to promote peace in the Far East and the union between Japan and Korea, has been killed by a Korean. We hereby express to the Great Emperor and nation of Japan our shame at the deed."

According to a telegram from Manchuria, the Japanese papers there have been prohibited from publishing reports of the assassination of the Prince.

A telephone message received by the *Kobe Shinbun* states that a Korean student named Kirosho, 31 years of age, of the Law Faculty of the Meiji University, Tokio, with two other Korean students, disappeared on the night prior to the Prince's departure for Manchuria. As they were in the habit of speaking in a bombastic way, it is thought that they may have been Prince Ito's assassins. Another current report says that a gang of Korean dependants who were con-

## To-day's Advertisements.

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## PUBLIC HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, the 9th November, the Anniversary of the Birthday of His Most Gracious Majesty King Edward VII.

By Order,

E. A. M. WILLIAMS,  
Secretary.

Hongkong, 5th November, 1909. [758]

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

## PUBLIC HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, the 9th November, the Anniversary of the Birthday of His Most Gracious Majesty King Edward VII.

By Order,

E. A. M. WILLIAMS,  
Secretary.

Hongkong, 5th November, 1909. [759]

concerned in the murder of Mr. Stephens left Vladivostok for Harbin on hearing of the Prince's tour.

There are various other Korean telegrams, but all agree that official circles and the Emperor are greatly perturbed as to the consequences of the assassination, and that there is much excitement among the Japanese. Annexation is freely advocated both at Seoul and Tokio.

COUNT OKUMA'S SORROW.

Upon hearing the news of the assassination of Prince Ito at Harbin, Count Okuma was so greatly shocked that he wept bitterly. To a representative of the *Yorodan*, the Count is reported as saying, according to the *Japan Gazette*, that the deceased Prince had been a friend of his during the past fifty years. That he himself had determined to devote his whole energies to the cause of his country was mainly attributable to the inspiration given him by Prince Ito, whose magnanimity was well-known to the world over. No statesman in Japan could excel the Prince, whose death was a great loss to the State and people. A couple of weeks ago the Count met Prince Ito at the dinner of the International Press Association, held at the Imperial Hotel, that being the last meeting of the two men. The Prince had guided the Koreans on the road to attain Western civilization, and now by the irony of fate he had been killed by a Korean.—*Kobe Herald*.

## AL FRESCO FETE

IN AID OF THE FUNDS OF THE

## SOCIETY OF ST. VINCENT DE PAUL.

Under the Distinguished Patronage of

H.E. the Governor, Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O.

To be held in the

COMPOUND OF THE ROMAN CATHOLIC CATHEDRAL,

on

SUNDAY,

7th NOVEMBER, 1909, from 9 P.M. to 11.30 P.M.

Admission Ticket.....5s

which is entitled to a Souvenir on its presentation at the Souvenir Pavillon on the evening of the Fete only.

The public is respectfully invited to inspect the various stalls from 2 to 7 P.M. on the 7th instant.

Tea and Cakes will be served during the afternoon. By kind permission of the Commanding Officer and Officers of the 13th Rajputs, the band will play from 9 to 11.30 P.M.

Tickets can be obtained from to-day at Messrs. Grace & Co., 27, Des Voeux Road; and at the Roman Catholic Cathedral Compound on Sunday, the 7th November, from 9 A.M. to 7 P.M. and at the gate on the night of the Fete.

Hongkong, 1st November, 1909. [754]

**D & J McALLUM'S**  
"Perfection"  
Embraces All the qualities of a high class Scotch Whisky for Connoisseurs.  
A Perfect Whisky: Mellow like a Liqueur.



SOLE AGENTS—  
H. PRICE & Co., Ltd.,  
12 Queen's Road.  
PROPRIETORS,  
D & J McALLUM, EDINBURGH.

Hongkong, 1st October, 1909



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER  
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.  
(Subject to alteration).  
Connecting with Royal Mail Atlantic Steamers.

| From Hongkong,                         | From St. John.                          |
|----------------------------------------|-----------------------------------------|
| "EMPRESS OF CHINA" SATURDAY, NOV. 6TH. | "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.  |
| "MONTEAGLE" SUNDAY, NOV. 21ST.         | "EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST. |
| "EMPRESS OF INDIA" SATURDAY, DEC. 4TH. | "ALLAN LINE" FRIDAY, JAN. 28TH.         |
| "EMPRESS OF JAPAN" SATURDAY, JAN. 1ST. |                                         |

"Empress" Steamers will depart from Hongkong at 7 a.m.  
"Monteagle" 12 noon.  
Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71/10/.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43/.

Via New York 45/.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. CHAD, O.K. General Traffic Agent,  
Corner Peddar Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

| For                          | Steamship    | On                          |
|------------------------------|--------------|-----------------------------|
| SHANGHAI VIA NINGPO          | "KWONGSANG"  | SUNDAY, 7th Nov., Daylight. |
| TIENSIN VIA WUAIWEI & CHEFOO | "CHONGSHING" | WED'DAY, 10th Nov., 4 P.M.  |
| SAMARANG & SOURABAYA         | "CHU-NSANG"  | WED'DAY, 10th Nov., 4 P.M.  |
| SGAPORE, PENANG & CALUTTA    | "KUTSANG"    | FRIDAY, 12th Nov., 2 P.M.   |
| MANILA                       | "LOONGSANG"  | FRIDAY, 12th Nov., 4 P.M.   |

## RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namang* and *Roohang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yagatsu Ports, Chefoo, Tientsin & Newchuan.  
† Taking Cargo on through Bills of Lading to Kudat, Lahad, Datt, Simporna, Tawao, Usukan, Jessellon and Labuan.

For Freight or Passage, apply to  
**JARDINE MATHESON & CO., LD.**  
General Managers.  
Telephone No. 61.  
Hongkong, 5th November, 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                          | STEAMERS.        | To SAIL            |
|------------------------------|------------------|--------------------|
| WEIHAIWEI, CHEFOO & N'CHWANG | "OIHLEI" .....   | 6th Nov., 4 P.M.   |
| ANILUA, ZAMBOANGA AND USUAL  | "CHANGSHA" ..... | 6th " " "          |
| AUSTRALIAN PORTS             | "LIYAN" .....    | 7th " " Daylight.  |
| SHANGHAI                     | "TEAN" .....     | 7th " " 3 P.M.     |
| MANILA                       | "KUEIKOW" .....  | 9th " " 4 P.M.     |
| TIENSIN                      | "CHINHOA" .....  | 11th " " "         |
| SHANGHAI                     | "KAIPOA" .....   | 11th " " "         |
| CEBU & ILOILO                | "CHERAN" .....   | 14th " " Daylight. |
| SHANGHAI                     | "TAMING" .....   | 16th " " 3 P.M.    |
| MANILA                       | "ANHUI" .....    | 18th " " 4 P.M.    |

Reduced Saloon Fares, single and return, to Manila and Australian Ports.  
DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SCREW-STEAMERS and TIENSIN-STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

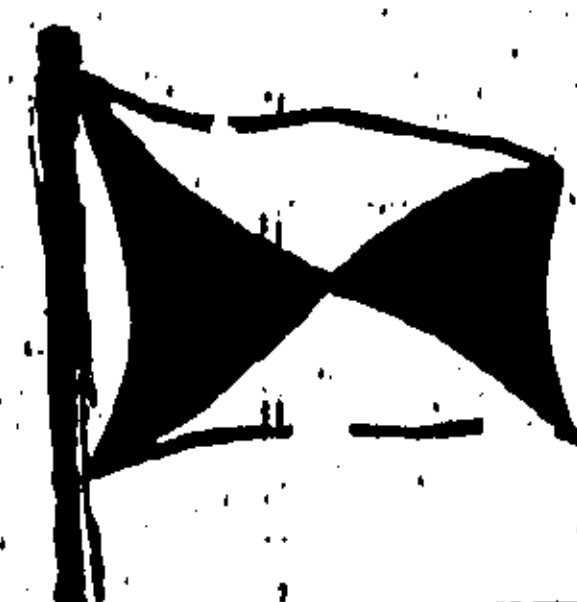
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chonan, Lintan, Chinwa*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage apply to **BUTTERFIELD & SWIRE,**

Telephone No. 15.  
Hongkong 5th November, 1909.



## HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.     | For    | Sailing Date.                 |
|------------|-------|--------------|--------|-------------------------------|
| SAIRO      | 5540  | R. Rodger    | MANILA | SATURDAY, 6th Nov., at Noon.  |
| KUBI       | 5540  | R. W. Almond | "      | SATURDAY, 13th Nov., at Noon. |

For Freight or Passage, apply to  
**SHEWAN TOMES & CO.,**  
General Managers.

11th Nov. 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,  
YOKOHAMA, HONOLULU, SALINA CRUZ  
and MANZANILLO (Mexico).

S.S. MANSU MARU ..... 5,000 tons gross ..... Sail 10th Dec., 1909, at Noon.  
S.S. AMERICA MARU ..... 6,000 " ..... 5th Feb., 1910, at Noon.

For particulars, apply to

**K. MATSUDA,**

Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 4th November, 1909.



## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For                                       | Steamers               | Tons  | Leaves.                      |
|-------------------------------------------|------------------------|-------|------------------------------|
| TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKO. | "FITZPATRICK" .....    | 4,416 | SATURDAY, 6th Nov., at Noon. |
|                                           | Capt. E. R. Hutchinson |       |                              |

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

| For                                   | Steamers           | Leaves                       |
|---------------------------------------|--------------------|------------------------------|
| TAMSUI v. SWATOW & AMOY.              | "DAIGI MARU" ..... | SUNDAY, 7th Nov., at 10 A.M. |
|                                       | Capt. H. Murejama  |                              |
| SHANGHAI Via SWATOW, AMOY and FOCHOW. | "BUJUN MARU" ..... | FRIDAY, 5th Nov., at 10 A.M. |
|                                       | Captain Y. Fushino |                              |

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 3rd November, 1909.

T. ARIMA, Manager.

[499]



## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS.                                                               | STEAMERS.                                  | SAILING DATES, 1909                |
|-----------------------------------------------------------------------------|--------------------------------------------|------------------------------------|
| MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID | LYO MARU, Capt. T. Harrison, Tons 6500     | WEDNESDAY, 10th Nov., at Daylight. |
| VICTORIA, B.O. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA   | WAKASA MARU, Capt. N. Nielsen, Tons 6500   | WEDNESDAY, 24th Nov., at Daylight. |
| SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE   | KAGA MARU, Capt. M. Hagino, Tons 6500      | TUESDAY, 9th Nov., at Noon.        |
| SHANGHAI, MOJI AND KOBE                                                     | SHINANO MARU, Capt. K. Kawara, Tons 6500   | TUESDAY, 7th Nov., at Noon.        |
| NAGASAKI, KOBE and YOKOHAMA                                                 | NIKKO MARU, Capt. M. Yagi, Tons 6000       | FRIDAY, 26th Nov., at Noon.        |
| KOBE and YOKOHAMA                                                           | KUMANO MARU, Capt. M. Winkler, Tons 6000   | FRIDAY, 24th Dec., at Noon.        |
| BOMBAY, Via SINGAPORE and COLOMBO                                           | YEBOSHI MARU, Capt. B. Kob, Tons 4500      | WEDNESDAY, 10th Nov., at Noon.     |
|                                                                             | KAMO MARU, Capt. F. L. Sommer, Tons 9000   | SATURDAY, 20th Nov., Daylight.     |
|                                                                             | KUMANO MARU, Capt. M. Winkler, Tons 6000   | WEDNESDAY, 14th Nov., at Noon.     |
|                                                                             | KAWACHI MARU, Capt. H. Petersen, Tons 6500 | SATURDAY, 13th Nov., at Daylight.  |
|                                                                             | TOTOMI MARU, Capt. R. Smith, Tons 4500     | SUNDAY, 7th Nov., at Daylight.     |

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kitano Maru ..... (Capt. F. E. Core) ..... About Thursday, 18th November.

Kaino Maru ..... (Capt. F. L. Sommer) ..... About Wednesday, 10th Jan., 1910.

Mishima Maru ..... (Capt. A. E. Moss) ..... About Wednesday, 9th Feb., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.

**T. KUSUMOTO,**

Manager.

## Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Agents.

Hongkong, 26th October, 1909. [763]

## REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast.)

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "GHAZEE" ..... About 17th Nov.

For Freight and further information, apply to

**DODWELL & Co., LIMITED.**

Agents.

Hongkong, 4th November, 1909. [48]

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

| Steamer | Tons  | Captain      | Sailing Date |
|---------|-------|--------------|--------------|
| Kamerik | 6,132 | J. Mathie    | 18th Nov.    |
| America | 4,363 | Boyd         | 16th Dec.    |
| Overia  | 6,232 | S. Shotton   | 13th Jan.    |
| Oceano  | 4,657 | F. W. Davies | 10th Feb.    |

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

**DODWELL & CO., LIMITED**

General Agents

Queen's Buildings  
Hongkong, 23rd October, 1909 [10]

## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

## THE Steamship

"BREC'NSHIRE,"

Captain Tomlinson, will be despatched as above on 26th inst.

For Freight or Passage, apply to

**JARDINE, MATHESON & Co., Ltd.,**

Agents.

Hongkong, 1st November, 1909. [752]

## CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

## REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

## THE Steamship

"AMIRAL OLYR,"

Captain Privat.

For further particulars apply to

**MESSAGERIES MARITIMES,**

Agents at Hongkong.

Hongkong, 8th October, 1909. [58]

## STEAM TO CANTON.

## THE New Twin Screw Steel Steamers

"KWONG TUNG" ..... Capt. H. W. WALKER

"KWONG SAI" ..... Capt. E. S. CROWE

Leave Hongkong for Canton at 9 every evening, (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sundays excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

**YUEN ON S.S. CO., LD.,**

and

**SHIU ON S.S. CO., LD.,**

No. 8, Queen's Road West.

Hongkong, 26th April, 1909. [17]

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEIN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERAMBA, GULY, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

## THE Steamship

"DEVANHA,"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 13th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macedonia*, to 512 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Peria*, due in London on 27th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

**E. A. HEWETT,**

Superintendent

Hongkong, 1st November, 1909. [4]

## NAVIGAZIONE GENERALE ITALIANA.

(*Florio and Rubattino United Companies*).

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LECORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENCIA, ALIC





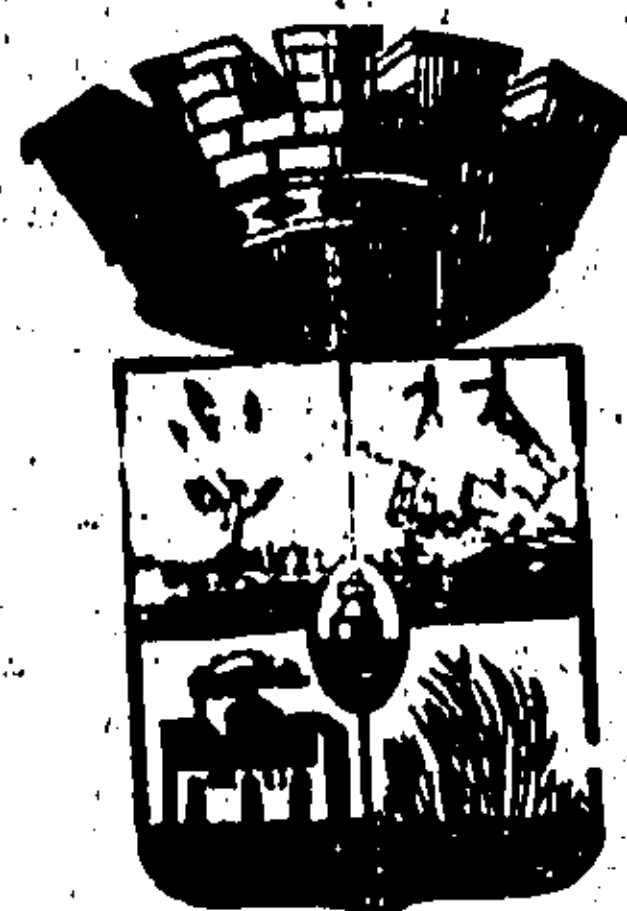


Supplied by Messrs. H. S. KADOOIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,  
No. 4, 100 Upper Road, in the City of Victoria, Hongkong.

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS

ESTABLISHED IN 1881. CAPITAL £3,000,000



"LA FLOR DE LA ISABELA."

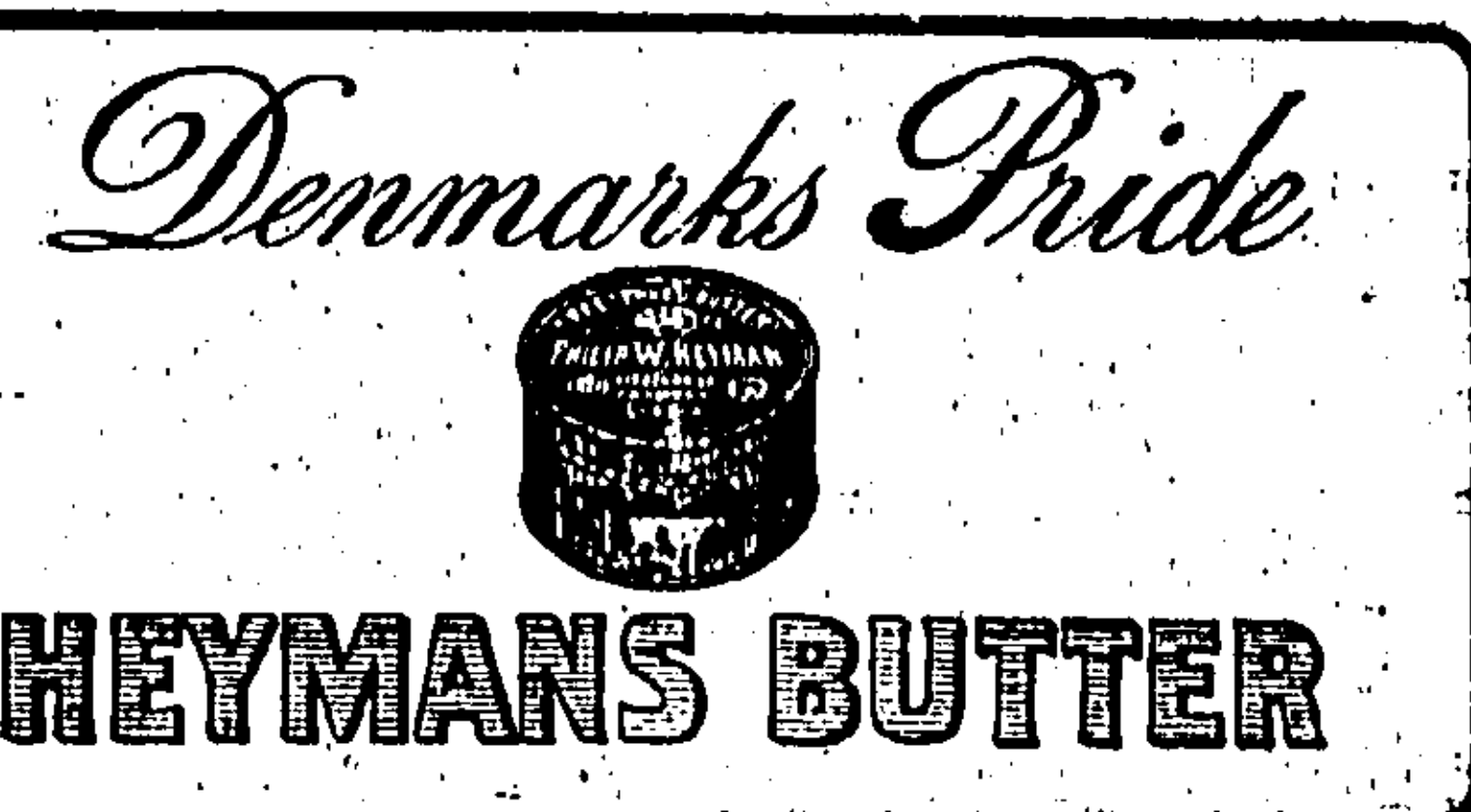
**SPECIAL BRANDS:**

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

**BARRETTO & CO.,**  
**AGENTS.**

325]



SIEMSEN & CO., Sole Agents.

358

# REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN &amp; CO.,

**SOLE AGENTS:**

Hongkong, 1st August, 1900.

1566

# VETARZO

[illegible]

# VETARZO BLOOD MEDICINE.

[illegible]

**CAUTION.**—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Mood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually of a different nature) under the name of VETARZO. The name of the VETARZO MEDICINE is printed on the wrapper. The medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed in raised white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons infringing.

**COMMON SENSE IN A NUTSHELL.**—A new medical work on the causes and most scientific and practical means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, loss of sleep, with practical observations on the disease and its directions for removing certain disqualifications that destroy the power of self-cure. It also contains an immense amount of information on the treatment of dyspepsia, indigestion, no sufferer should fail to procure a copy. Post free in pl. in envelope on receipt of 1/- to the publishers, Messrs. T. W. VANNO, MANCHESTER CO., General Adm., London, or of Agents for above territories. Price, 1/-, post free.

THE VETARKO REMEDIES CO., Gospel Oak, London, or of Agents for above medicines. Price 10 annas Post Free.

Agents for India:—TREACHER AND CO., LTD., BOMBAY, BYCULLA, and POONA.

NOTICE.

**M**R. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37 Hollywood Road, and floor.

Hongkong, 6th September, 1909. [681]

**LEE YEE**  
**HAIR DRESSING SALOON.**

HAS ALWAYS ON HAND  
CIGARS, CIGARETTES

AND  
TOILET REQUISITES  
FOR SALE

14, D'ARVILLE STREET,  
HONGKONG,  
HONGKONG and Canton, 1927.

## Dentistry.

TSIN TUNG.

# THE BEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE

Comentários: Frs.

Hongkong, 20th June, 1904, -

DR. H. H. CHADWICK

## THE TAYLOR SYSTEM

of the

AFRICAN SYSTEM OF DE

14. QUINCY ROAD DISTRICT

from the University of Pennsylvania

11/20/72, 11th April, 1972.